

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

June 26, 2008

Maricopa Association of Governments Office
302 North First Avenue, Suite 200, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Phoenix: Tom Callow	Maricopa County: John Hauskins
ADOT: Kwi-Sung Kang for Floyd Roehrich	Mesa: Brent Stoddard for Scott Butler
*Avondale: David Fitzhugh	Paradise Valley: Robert M. Cicarelli
Buckeye: Scott Lowe	Peoria: David Moody
Chandler: Dan Cook for Patrice Kraus	Queen Creek: Mark Young
El Mirage: Lance Calvert	RPTA: Bob Antilla for Bryan Jungwirth
Fountain Hills: Randy Harrel	Scottsdale: Dave Meinhart for Mary O'Connor
*Gila Bend: Vacant	Surprise: Randy Overmyer
*Gila River: David White	Tempe: Carlos de Leon
Gilbert: Stephanie Prybl for Tami Ryall	Valley Metro Rail: John Farry
Glendale: Terry Johnson	Wickenburg: Gary Edwards
Goodyear: Cato Esquivel	*Youngtown: Lloyce Robinson
Guadalupe: Jim Ricker	
Litchfield Park: Mike Cartsonis	

EX-OFFICIO MEMBERS ATTENDING

Regional Bicycle Task Force: Maria Deeb for Jim Hash, City of Mesa	Pedestrian Working Group: Brandon Forrey, City of Peoria
*Street Committee: Darryl Crossman, City of Litchfield Park	*Transportation Safety Committee: Kerry Wilcoxon, City of Phoenix
*ITS Committee: Mike Mah, City of Chandler	

* Members neither present nor represented by proxy. + - Attended by Videoconference
- Attended by Audioconference

OTHERS PRESENT

Jonathan Gelbart, MAG	Ed Stillings, FHWA
Monique de los Rios-Urban, MAG	David Johnson, Town of Buckeye
Bob Hazlett, MAG	Romina Korkes, City of Goodyear
Roger Herzog, MAG	Ray Dovalina, City of Phoenix
Vladimir Livshits, MAG	Wulf Grote, Valley Metro/RPTA
Nathan Pryor, MAG	Steve Taylor, Jacobs Carter Burgess
Steve Tate, MAG	Bob Ward
Kevin Wallace, MAG	Cherie Gould
Eileen Yazzie, MAG	Stephen Gould
Wang Zhang, MAG	

1. Call to Order

Mr. Tom Callow from the City of Phoenix called the meeting to order at 10:10 a.m.

2. Approval of May 30, 2008 Draft Minutes

Mr. Callow asked if there were any changes or amendments to the meeting minutes, and there were none. Mr. David Moody from the City of Peoria moved to approve the minutes as presented. Mr. Dave Meinhart from the City of Scottsdale seconded, and the minutes were subsequently approved by unanimous voice vote of the Committee.

3. Call to the Audience

Mr. Callow stated that he had not received any request to speak cards from the audience, and moved on to the next item on the agenda.

4. Transportation Director's Report

Mr. Callow invited Mr. Eric Anderson to present the Transportation Director's Report. Mr. Anderson announced that MAG hosted the Desert Peaks Awards at the Biltmore the previous evening. He announced that Bill Hayden from the Arizona Department of Transportation (ADOT) was recognized for 39 years of professional service in the region. He also announced that the Town of Gilbert and ADOT were recognized for their efforts with Loop 202 Santan Freeway improvements and shared use of right-of-way.

The May Regional Area Road Fund (RARF) revenue was the second item on the Transportation Director's Report. Mr. Anderson informed the Committee that May RARF revenues decreased 5.8 percent from the previous year and that year-to-date RARF revenues were down 2.78 percent from the previous year. He expressed concern about the decline in overall RARF collections. Mr. Anderson stated that MAG would continue to monitor the revenue collections as well as the impact of increasing gas prices on the sales tax revenues.

As the final item on the Transportation Director's Report, Mr. Anderson announced that Transit Framework Study was underway. He stated that the last public scoping meeting was scheduled that evening at the Arizona State University's (ASU) downtown campus and encouraged interested individuals to attend. Mr. Callow asked if there were any questions or comments on this agenda item. There were none, and this concluded the Transportation Director's Report.

5. Project Changes – Amendments, and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program

Mr. Callow invited Ms. Eileen Yazzie, the MAG Transportation Programming Manager to present project changes to the Fiscal Year (FY) 2008-2012 MAG Transportation Improvement

Program (TIP). Ms. Yazzie reminded the Committee of a previous decision not to develop a new TIP for the current fiscal year due to several programming issues, including changes to Congestion Mitigation and Air Quality (CMAQ) funding made at the federal level. She stated a comprehensive list of project amendments and administrative changes to the FY2008-2012 were needed in lieu of producing a new TIP.

Ms. Yazzie reported that the majority of the changes pertained to the Arterial Life Cycle Program (ALCP), the first five years of the Freeway Life Cycle Program, and projects programmed in fiscal years 2008, 2009, and 2010. She informed the Committee that air quality conformity analysis was conducted based on the updated project information provided by member agency staff and announced that the analysis results were on the MAG Management Committee and Regional Council agendas for July. Ms. Yazzie also informed the Committee that project information provided during the annual update process was on file with MAG Staff and would be used to develop of the MAG 2010-2014 Transportation Improvement Program.

Mr. Callow asked if there were any questions or comments on this agenda item. There were none. Mr. Meinhart moved to approve the project changes to the MAG FY2008-2012 Transportation Improvement Program as presented. Mr. Moody seconded, and the project changes to the 2008-2012 TIP were subsequently approved by unanimous voice vote of the Committee.

6. Final Closeout of the Federal Fiscal Year (FFY) 2008 MAG Federally Funded Program

Next, Mr. Callow invited Ms. Yazzie to present the final closeout of the FFY08 MAG Federally Funded Program. Ms. Yazzie stated materials for this agenda item were not included in the agenda packet because additional project information was not available at the time of the mailing.

Ms. Yazzie indicated that since the mailing, the City of Litchfield Park informed MAG Staff that the Town would not obligate a paving of unpaved roads project. As a result, the amount of unprogrammed federal funding increased from \$40.1 million to \$40.5 million. Ms. Yazzie stated that after conducting a financial analysis MAG Staff determined the available funds for closeout would increase from \$14.7 million to \$15.05 million. She announced that the first project on the federal fund closeout contingency list could be funded with the increased closeout funds.

Then, Ms. Yazzie directed the Committee to Table B in the handouts provided. She referenced light rail project (VMR08-808T), the first project on the contingency list, and announced that the total project funding would increase to \$5.86 million. Ms. Yazzie noted the funding increased finalized the funding for the light right rail project. Ms. Yazzie also referenced Table A in the handouts, which reflected the addition of the Litchfield Park's paving of unpaved roads project to the deferred projects listing.

Mr. Callow asked if there were any questions or comments on this agenda item. Mr. John Farry

from Valley Metro Rail motioned to approve the final closeout for FFY08 funds and the amend the FY2008-2012 TIP, the FY2008 MAG Unified Planning Work Program (UPWP), and annual budget to be consistent with the approval of the final closeout. Mr. Lance Calvert from the City of El Mirage seconded, and the motion was subsequently approved by unanimous voice vote of the Committee.

7. Proposition 400 Noise Mitigation Funding

Continuing on to the next agenda item, Mr. Callow invited Mr. Anderson to discuss Proposition 400 Noise Mitigation Funding. Mr. Anderson announced that copies of the Proposition 400 Noise Mitigation Report were available and that each jurisdiction had been sent a copy of the report. He added that an electronic version was available on CD upon request. Mr. Anderson directed the Committee's attention to the agenda packet, which included the first five chapters of the report and the executive summary.

According to Mr. Anderson, the MAG Regional Council and Transportation Policy Committee (TPC) allocated \$75 million of Proposition 400 funds for noise mitigation. He explained that \$55 million in funds were used for rubberized asphalt throughout the region and that \$20 million in funding remained for noise mitigation efforts.

Mr. Anderson reported that last year the TPC issued a request to member agencies to submit possible projects in areas along the freeway system that might need additional noise mitigation. He stated that four jurisdictions submitted 11 noise mitigation projects in response to the TPC's request, which included:

- I-17 at Camelback (Phoenix);
- I-10 from 7th Ave to 15th Ave (Phoenix);
- L101 at 51st Ave (Phoenix);
- L101 at 7th St. (Phoenix);
- SR51 at Greenway (Phoenix);
- L101 at 90th St (Scottsdale);
- L101 at Cactus (Scottsdale);
- L101 from Peoria to Grand (Peoria);
- L101 from Olive to Peoria (Peoria);
- L101 from Northern to Olive (Peoria); and,
- L303 from Deer Valley to north of Robertson Drive (Maricopa County).

Mr. Anderson informed the Committee that results of the noise modeling at these locations were included in the chapter four of the report. He stated the results indicated that ten of the eleven locations exceeded the 64 decibel threshold of acceptable noise levels established by ADOT. He reported noise levels at the Loop 101 and Cactus Rd location were 63 decibels, only one decibel lower than the established threshold. Mr. Anderson commented that noise modeling is both a science and an art and encouraged the Committee to include the eleventh project in the list of eligible projects for funding. He added that the modeling indicated that future noise levels at this location were projected to exceed the established threshold.

Mr. Anderson reported the estimated cost for the noise mitigation projects was \$16 million, excluding design costs. He stated with the inclusion of design and anticipated increased

construction costs that the total estimated costs for the projects would be at or just below the \$20 million in available noise mitigation funding.

Mr. Callow asked the Committee if there were any questions about the agenda item, there were none. Mr. Callow announced that three cards requesting to speak on the agenda item had been submitted from the public. He noted that two of the requests were in support of the agenda item and the third was statement only.

Then, Mr. Callow invited Mr. Steve Dreiseszun from the City of Phoenix to address the Committee. Mr. Dreiseszun informed the Committee that he was the immediate past president of the FQ Story's Historic Preservation Association. Mr. Dreiseszun reported that the Interstate-10 alignment, which serves more than 260,000 vehicles per day, traverses his neighborhood. He explained that a majority of those vehicles are heavy trucks, which create a substantial amount of noise.

According to Mr. Dreiseszun, the majority of improvements in his area have focused on rubberized asphalt. He acknowledged the mitigation strategy had improved noise levels in the neighborhood, but that additional noise mitigation was needed. He expressed gratitude for dedication of Proposition 400 towards noise mitigation and thanked MAG Staff, particularly Mr. Anderson, their efforts on the issue. In conclusion, Mr. Dreiseszun encouraged the Committee to support the funding of the noise mitigation projects listed.

Next, Mr. Callow invited Mr. Bob Ward from the City of Scottsdale to address the Committee. Mr. Ward acknowledged the efforts of the City of Scottsdale, particularly Mr. Meinhart's efforts, in addressing noise levels in the neighborhoods near Loop 101 and Cactus. Mr. Ward stated that 98% of the residents in Greenstone and Astoria had signed a noise mitigation petition. Like Mr. Dreiseszun, Mr. Ward acknowledged impact of the rubberized asphalt, but stated that additional measures were needed.

Mr. Ward encouraged the Committee to support the agenda item and asked the Committee to consider the height of noise walls and the potential impact of widening the 101 when making decisions about the project. Mr. Anderson thanked Mr. Ward for his comments and explained that the noise modeling projections included impacts on surrounding neighborhoods of widening Loop 101.

Mr. Callow then invited Mrs. Cherie Gould from the City of Scottsdale to address the Committee. Ms. Gould thanked the Committee for the opportunity to speak and expressed gratitude for the construction of the Loop 101. She explained that her family has lived in both neighborhoods adjacent to the 101 at Cactus. Ms. Gould acknowledged that noise levels did not pose an issue for her family when they lived in neighborhood east of the 101; however, the noise levels were problematic in her current neighborhood.

Mrs. Gould encouraged the Committee to support the agenda item, expressed excitement for the noise mitigation projects, and thanked everyone involved in the process. This concluded Mrs. Gould's comments. Mr. Callow thanked Mrs. Gould and the other speakers for their input. He asked the Committee if they had any questions or comments about the agenda item. Mr. Lance Calvert from the City of El Mirage expressed concerns about the cost-effectiveness of the projects in relation to the number of impacted customers. Mr. Calvert asked Mr. Anderson if

the \$55 million for the rubberized asphalt projects were allocated or spent. Mr. Anderson replied that the funds had been spent.

Mr. Calvert expressed concerns about the allocation of the remaining \$20 million in noise mitigation funding. He questioned if these projects were the best use of the taxpayers money citing the amount of funding spent per household to mitigate noise. He also questioned the prudence of spending the funds at this time. He suggested that an expenditure limit per household or matching funds from member jurisdictions should be considered.

Mr. Anderson explained that the Transportation Policy Committee discussed noise mitigation at length and decided to specifically set aside the funding for projects that may not meet all of the thresholds of ADOT's noise mitigation policies. He added that the goal of the funding was to make neighborhoods, like the neighborhoods represented by the speakers, more livable. Discussion followed.

After the discussion, Mr. John Hauskins from Maricopa County motioned to recommend that noise barriers be constructed using Proposition 400 Noise Mitigation funds at the eleven sites identified in the report. Mr. Randy Overmyer seconded the motion. The motion passed with the majority voice vote in favor and one nay from Mr. Lance Calvert from the City of El Mirage.

8. Use of I-10 Corridor for High Capacity Transit

Mr. Callow invited Mr. Wulf Grote from Valley Metro Rail to present on the use of the Interstate-10 (I-10) corridor for high capacity transit. Mr. Grote stated that he would provide the Committee with a status update for the I-10 corridor for transit and early recommendations for the corridor to facilitate improved coordination with ADOT.

Mr. Grote directed the Committee's attention to a replica of the 57-mile map included in the Regional Transportation Plan, which depicted planned transportation improvements in the region funded through a variety of sources, including Proposition 400. He announced that Valley Metro Rail was planning a high capacity transit project for the I-10 corridor from the downtown area to approximately 83rd Avenue on the west end. He stated that studies for the project began one year ago and that the project was scheduled for completion in 2019, due in part to the use of federal funds.

Mr. Grote informed the Committee that currently 250,000 vehicles travel on the I-10 corridor per day, and the number of vehicles was projected to double within the twenty next years. He stated that ADOT plans to construct additional highway lanes by 2012 to address current and projected traffic on the corridor. According to Mr. Grote, travel time was anticipated to increase by 35 percent on the corridor despite planned improvements. He added that anticipated travel times would rise depending on incidents or accidents along the corridor. Mr. Grote stated the high capacity transit along the corridor would provide faster and more consistent travel times for the corridor.

Mr. Grote informed the Committee that in 1978 an environmental impact statement developed during the planning of the I-10 corridor suggested a 50-foot median be set aside for future transit

consideration. At that time, the environmental impact statement did not identify the specifics of the transit solution to be used. He reported that Valley Metro recently completed an alternatives analysis on that corridor. The analysis completed by Valley Metro reviewed the different locations and types of transit.

The study results determined that high capacity transit located in the center of the corridor would be the best alternative. He added that future efforts would focus on this alternative for several reasons, including the outline of the project parameters in 1978 as well as the Regional Transportation Plan.

Mr. Grote emphasized the importance for an early decision of the corridor as ADOT moves forward with plans to widen the I-10 corridor. He added the design concept report for I-10 widening would be finalized by ADOT within the next year.

Mr. Grote informed the Committee that although the preferred alignment for the majority of the corridor had been determined in the alternative analysis, a decision was still needed as the corridor neared the downtown metropolitan area. He reported that three to four east-west alignment alternatives and three to four north-south alignment alternatives had been suggested during the alternative analysis. He added that light rail, bus rapid transit, and traditional bus service were being considered for the corridor.

After Mr. Grote finished his presentation, the Committee discussed the various alternatives presented. When the discussion concluded, Mr. Meinhart motioned to recommend the adoption of the I-10 freeway right-of-way, west of I-17, as the locally preferred alternative for high capacity transit improvements. Mr. Mike Cartsonis from the City of Litchfield Park seconded. The motion passed with the majority voice vote in favor and one abstention from the Arizona Department of Transportation.

9. MAG Travel Time and Travel Speed Study

Moving onto the next order of business, Mr. Callow then invited Mr. Wang Zhang from MAG to present a report on the MAG Travel Time and Travel Speed Study. As part of his presentation, Mr. Zhang introduced Mr. Steve Taylor from Jacobs Carter Burgess, who assisted MAG in conducting the study.

Mr. Zhang reported that the objectives of the travel time and speed study were to collect travel times, travel speeds and intersection delays on the regional road network. Additional objectives included updating traffic conditions on arterials and collecting data for model calibration. Mr. Zhang informed the Committee that MAG Staff and consultant spent a year collecting data for the study. One method used to gather data included the use of a “GPS Probe Car” that could ground truth travel time and speed.

Next, Mr. Zhang invited Mr. Taylor to present the findings of the study. Mr. Taylor thanked the Committee for the opportunity to speak and explained that the current study was an update to a study originally conducted in 1993. Mr. Taylor reported that data collected could be presented in a variety of ways, although it was primarily intended for geographic information systems. He

explained that the data was collected throughout the region on major arterials and included numerous attributes including time of day, location collect site and posted speed limit at that location site.

Mr. Taylor announced that travel contours were developed as part of the study. The travel speed contours display the distances individuals could travel within a five or ten minute period. In addition to developing travel contours, MAG Staff and the consultant team analyzed the travel time and travel speed changes between 1993 and the data collected for this study.

Mr. Zhang informed the Committee that the final report for the MAG Travel Time and Travel Speed Study was available for download from the MAG website. Additional information available for download from the website included the executive summary and the report appendix. Mr. Zhang also announced that a geodatabase was available upon request adding that MAG Staff would continue to conduct analysis and report those findings to the Committee at a later date.

Mr. Callow asked if there were any questions or comments about the MAG Travel Time and Travel Speed Study. There were none, and this concluded Mr. Zhang's report.

10. DRAFT - MAG Federal Fund Programming Principles

Mr. Callow invited Ms. Yazzie to present the draft MAG Federal Fund Programming Principles. Ms. Yazzie reported that to date MAG Staff had conducted working group meetings on the draft principles in March 2007, November 2007, and January 2008. MAG Staff had presented drafts to Committee as well as other MAG Committees over the past year.

Ms. Yazzie announced that the next stakeholder meeting would be held on July 10th from 1:30pm to 3:00pm in the Cholla Room at the MAG Offices. She encouraged member agencies to attend, adding that individuals could also submit comments and suggestions prior to the meeting for discussion at the next stakeholder meeting. She informed the Committee that MAG Staff would work with stakeholders throughout July for final input and evaluation.

Ms. Yazzie stated that the goal was to complete the draft principles by the end of July. Then, MAG Staff would test the draft principles in FY09 for the competitive project selection process for paving projects and street sweepers, project changes requests, and the Federal Fiscal Year 2009 Closeout process. She explained that by using the principles a draft format MAG Staff could assess and adjust the process before the draft principles are formally approved through the MAG Committee process.

Continuing on, Ms. Yazzie directed the Committee's attention to Section 200 of the draft principles. She announced the Section addressed the need for new applications annually and the annotation of required information. Under provisions of Section, MAG Staff would not accept applications where required information was incomplete. Mr. Anderson explained that the requirement was similar to that established for consultants and that the annotation of required fields would serve as a checklist for member agencies. Ms. Yazzie stated that Section 200 also established due dates for application, which will be published in the MAG Transportation Programming Guidebook. Finally, Section 200 established that MAG Staff would not accept

late applications or applications that are not signed by a manager or designated representative.

Ms. Yazzie reported that Section 300 established the role of MAG Committees, particularly, Modal Technical Advisory Committees (TACs) in the programming process. Under Section 300, Modal TACs would implement the project evaluation process by producing a rank order list of project applications. Section 300 would prohibit Modal TACs from changing the project scope, schedule, budget, or requested federal funds during the evaluation process.

Ms. Yazzie stated that the Modal TAC review would be a tiered process. During the first meeting, the Modal TAC would hear project presentations and request clarification, if needed. At the second meeting, the Modal TAC would hear revised project information and develop a project ranking based on the process established in the draft principles, which would include a technical evaluation, project criteria analysis, and qualitative assessment.

Ms. Yazzie announced that in response the Transportation Review Committee's (TRC) request to have a more active role in the programming process that the TRC's role would be to review the evaluation and analysis from the Modal TAC's and select projects to be programmed. Furthermore, the TRC would recommend changes to a project scope, schedule, or budget during the project selection process. She added that draft principles would also require construction projects with a separate design and/or clearance phase be programmed at least one year prior to the federally funded construction phase.

Next, Ms. Yazzie directed the Committee's attention to Section 400. She explained the Section clarified that if a member agency did not use all of the federal funds programmed or decided not to do a project that funds would return to the region for reprogramming. She stated that Section 400 also addressed reprioritization. In closing, Ms. Yazzie encourage member agencies to submit comments or suggestions to MAG Staff. A brief discussion followed. Mr. Callow asked if there were any additional questions or comments for Ms. Yazzie. There were none, and this concluded Ms. Yazzie's report.

11. Member Agency Update

Mr. Callow asked members of the Committee if they would like to provide updates; address any issues or concerns regarding transportation at the regional level; and asked if any members in attendance would like to address recent information that was relevant to transportation within their respective communities.

Mr. Callow acknowledged the retirement of Mr. Moody from the City of Peoria. Mr. Moody thanked Mr. Callow for the acknowledgment and informed the Committee that he would continue to work part -time for the City on a consultant basis. Mr. Callow also acknowledged the retirement of Mr. Don Herp from the City of Phoenix. He announced that Mr. Ray Dovalina would be replacing Mr. Herp at the City of Phoenix. There were additional no member comments.

12. Next Meeting Date

Mr. Callow informed members in attendance that the next meeting of the Committee would be held on July 24, 2008. There being no further business, Mr. Callow adjourned the meeting at 11:44 a.m.